Amendments to the Specification:

Please amend paragraph [0017] as shown:

That is, in the most preferred embodiment of the invention, a table is created and stored within the controller 14 and is developed through calibration. The table uniquely associates a force upon the member 50 and/or the surface 48 with a certain size of a gap that may exist between the portion of the vehicular frame or pillor 60 to which the housing 26 is mounted and the closed door 64. For example, a force of 20 Newtons typically indicates the existence of a gap having a size or a width of about one sixteenth of an inch, and a force of about 30 Newtons typically indicates the existence of a gap having a size or width of about one thirty-second of an inch. Other calibration values may be utilized in other non-limiting embodiments. As the force is sensed, the controller 14 first determines whether a gap exists by ascertaining whether the force exceeds a certain predetermined threshold value (e.g., about 40 Newtons). If the controller 14 determines that a gap exists, the controller 14 then ~~access~~ accesses the table and an interpolation of the stored data is made to identify the size of a gap between the door 64 and the portion 60 corresponding to the currently sensed force. The existence of a gap and the size of the gap are then communicated to the transmitter 20 by the controller 14 by use of the bus 30. The transmitter 20 then wirelessly communicates this information to the receiver and display assembly 40 by the use of signal 65, effective to allow a user of the assembly 10 to identify the existence and the size of a gap between the vehicular frame portion 60 and the door 64. Hence, the use of wires or other members, which couple the receiver/display 40 to the transmitter 20, are obviated.

Please amend paragraph [0019] as shown:

Assembly 100 further includes a second portion 112, which includes a transmitter and receiver or ~~"transceiver"114 which~~ "transceiver" 114 that is physically and communicatively coupled to an antenna 116 by bus 117 and a controller 118, which operates under stored program control. Particularly, the controller 118 is physically and communicatively coupled to the transceiver 114 by the use of bus 120. Further, assembly 112 includes a battery or energy storage apparatus 122, which is physically and communicatively coupled to the transceiver 114 and to the controller 118 by the use of bus 124. The transceiver

114, antenna 116, controller 118, and the battery 122 are each operatively contained within a housing 130 and, in one non-limiting embodiment of the invention, the antenna 116 is exposed or accessible through the housing 130.